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MARITIME STRATEGY MEETING

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Tuesday, September 27, 2011

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Crystal Coast Civic Center

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Morehead City, North Carolina

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6:02 P.M. to 7:09 P.M.

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ASHLEY E. FALLER, COURT REPORTER

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1	INDEX OF SPEAKERS	
2	NAME	PAGE
3	Garold Smith, III	4, 14, 51
4	Rachel Vanderburg	4
5	Captain Jim Willis	6
6	Nelson Owens	17
7	Chris McCaffity	19
8	Regina Morgan	23
9	Michael Worley	23
10	Leigh Johnson	25
11	Janet Woodward	28
12	Peter Crumley	30
13	Mark Hooper	30
14	Penny Hooper	32
15	Michelle Vaught	34
16	Doug Doubleday	35
17	Joe Exum	38
18	Gary McCurrier	40
19	Mary Ann Olsen	41
20	Renee Coles	44

21	Russell Huss	46
22	John Nelson	47
23	Susan Schmidt	48
24	Bill Bailey	50
25	Fred Fulcher	51

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1 MARITIME STRATEGY MEETING

2 BY GAROLD SMITH:

3 Thank you all for coming tonight. What we
4 wanted to do tonight is to have a brief presentation
5 explaining a little bit about the study and some of
6 the general information about operations of the
7 North Carolina ports, and Rachel Vanderburg will be
8 giving that presentation.

9 We would like to ask you to hold questions and
10 comments until that presentation has concluded. And
11 following the presentation we will then open it up
12 for public comments. And when Rachel concludes,
13 I'll come up and talk a little bit about some ground
14 rules and those kinds of things to make sure we're
15 respectful of time and of each other. So with that,
16 I'll turn it over to Rachel Vanderburg.

17 BY RACHEL VANDERBURG:

18 Thanks, Garold. And thanks to all of you for
19 coming out here on what has actually turned out to
20 be a gorgeous night. We appreciate you taking the
21 time to let us hear your input, thoughts, ideas
22 related to the port in Morehead City. I have a very
23 brief presentation overview about the port, what
24 kind of business it's doing today. And then I'll
25 talk a little bit about the Maritime Strategy that

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1 is underway now and the scope and results that we
2 expect to come out of that study in terms of product
3 for future decision-making.

4 We don't have any analysis to present to you
5 tonight because our goal is really to hear from you.
6 So my presentation will be very brief before we open
7 it to public comments. And to the extent that you
8 have questions, if we have them about process, I'll
9 answer them. Some of them because we are so early
10 in the project, in our analysis, I may have to ask
11 you to be prepared to keep an eye out for our future
12 public meetings where we will provide more
13 information on the output of our study.

14 One thing that's clear, the community input is
15 very important in creating a vision for North

16 Carolina ports and including the port here in
17 Morehead City. What we hope you've had a chance to
18 do today is to examine some of the information that
19 was provided in the other room next door, we'll make
20 sure that information is also posted on the website
21 after the meeting, and to share your vision and
22 ideas for the port, how it relates to your community
23 and what your thoughts are about what's happening in
24 Morehead City. We'd also like your thoughts and
25 input on -- as you review the Maritime Strategy and

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1 goals and objectives.

2 And finally, and really most importantly, be
3 sure to give us input. And you can do that tonight
4 through public comment, through your written
5 comments that were provided in the box outside,
6 also, through comments posted on the website which
7 will be taken throughout the process.

8 At the end of the presentation, I'll remind
9 you of that website address and it's also printed on
10 the comment sheets.

11 The state of North Carolina, as many of you
12 I'm sure know, has two port facilities. One in

13 Wilmington Harbor and Brunswick and New Hanover
14 Counties which includes a 26 mile channel and port
15 facilities at that location. Here at Morehead City,
16 the harbor is also a federal navigation channel
17 maintained by the Army Corps of Engineers which is
18 only about two and a half miles from the ocean as
19 compared to the 26 miles in Wilmington.

20 There is a 45 foot channel depth here. And to
21 maintain that depth on average it's usually done
22 every two or three years. There's about 300,000
23 cubic yards of sand that are removed from the
24 Morehead City Harbor. One great feature of this
25 harbor, in terms of benefits to the adjacent

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1 beaches, is that there's very good quality clean
2 sand that's coming out of the water here. And that
3 has been used to replenish beaches on Bogue Sound
4 and other local areas.

5 One of the key reasons that we're here tonight
6 is in response and to be proactive and obtain your
7 input in response to the Governor's Executive Order
8 Number 99 which deals with ports in the local
9 economy. And the key element of this Executive
10 Order is that we shall incorporate into our Maritime

11 Strategy this activity: To identify activities at
12 and uses of the Wilmington and Morehead City ports
13 that are not incompatible, and I've added this
14 emphasis, with the underlying economic base and the
15 existing predominant economic sectors supported by
16 the surrounding community. So that's going to be an
17 important study. A lot of what we'd like to hear
18 from you today is your thoughts on these uses.

19 An important thing to note is what's happening
20 at the Morehead City port today. Morehead City is
21 primarily serving import and export destinations in
22 Latin America and Asia and south Asia and east Asia.
23 And you can see the top import and export origin and
24 destinations here from Mexico, Venezuela, Indonesia,
25 China, India, Brazil and Argentina. This is a

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1 global port and a global base of commerce.

2 The list of trading partners in Wilmington is
3 somewhat different, but reflects a broad local
4 geography that includes Europe as well as Asia and
5 Latin America. In looking at the ports, it's also
6 key to understand that the ports have an impact
7 domestically that extends beyond the local counties

8 and cities and even the state. Destinations of
9 imports that are handled by North Carolina ports are
10 primarily in the mid and south Atlantic, but do
11 extend across the country in some cases.

12 In looking at exports, products that are going
13 through North Carolina ports, local North Carolina
14 shippers are the heaviest users of these facilities.
15 They really rely on the facilities both in Morehead
16 City and in Wilmington to get their goods to the
17 global market. And even though Virginia and South
18 Carolina and Georgia have their own port facilities,
19 they are still using North Carolina ports to ship
20 some of their goods.

21 One of the key drivers of the North Carolina
22 economy is agriculture. In this chart, although you
23 may not be able to read all the details, it's
24 basically by agriculture commodity, everything from
25 the bottom from tobacco, pork, poultry, soy and on

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1 up by volume showing over the last several years the
2 growth and agricultural exports out of North
3 Carolina. And this is by all boats, not just those
4 that have gone by water or by truck or air as well.
5 But you can see that even in a difficult economic

6 time that the agricultural community has grown, and
7 has been even that much more important to the state
8 economy. So given that, we've also looked at how
9 North Carolina's agricultural producers are using
10 ports in the region. And even more so than other
11 North Carolina exporters that the ag community
12 really does rely on North Carolina ports to get
13 their goods to market. You can see here, the
14 darkest color, that North Carolina is home to their
15 primary ports of export.

16 So with that as the preface, we have been
17 working as a team. I am with AECOM along with URS
18 for the North Carolina Department of Transportation
19 to develop a Maritime Strategy for North Carolina's
20 ports. And the Maritime Strategy is closely coupled
21 with the efforts of the Governor's Logistics Task
22 Force and the Seven Portal Study that is currently
23 under way.

24 The intent of the study is to conduct an open
25 evaluation. Really, a fresh look at the

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1 opportunities for North Carolina ports as the state
2 is examining ways to be a portal to local maritime

3 trade. In doing so we're going to be looking at the
4 role on a statewide basis and in response to the
5 Executive Order also on a regional basis that the
6 ports play in the economy and how that -- how the
7 ports could serve to further strengthen the economy
8 of North Carolina.

9 We are obtaining input from really diverse
10 stakeholders from freight transportation, economic
11 development interest and community interest to guide
12 the decision-making process.

13 From this the study output will be to identify
14 specific strategies from which the state can make
15 and use a decision framework to guide investment
16 decisions in port-related infrastructure in the
17 future.

18 Here you see the intent and outcomes of the
19 study. The Maritime Strategy will really serve as
20 an objective decision tool and process for
21 evaluating port-related infrastructure. And this
22 includes not only investments on the port itself,
23 but also water access and road and rail connections
24 as well as inland intermobile facilities. The
25 results of the study will provide a basis for

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1 long-term and short-term investment decisions and
2 support the state's goal of providing a more
3 efficient, effective and safe movement of goods in
4 and out of the state of North Carolina.

5 From this study, the state will be able to
6 have a decision-making tool to be able to prioritize
7 projects, to support long-range planning, and also
8 to address certain institutional issues that may go
9 beyond infrastructure investments to enhance
10 contribution of maritime transportation to the state
11 economy.

12 We kicked off the initial efforts of the study
13 in May which really started with a detailed review
14 of work done to date to make sure that we had at our
15 fingertips and available the knowledge and
16 information that proceeded, but not to be bound by
17 that. We've supported that prior data analysis with
18 our own market analysis and evaluation of current
19 and future situations for the state. From this we
20 are developing a series of market scenarios that
21 will define options for maritime trade in North
22 Carolina. And also, as a part of the alternatives
23 definition, the infrastructure, the road, rail, port
24 intermobile investments that would support each of
25 those markets scenarios.

1 We will be developing a very objective and
2 well-defined set of evaluation criteria so that we
3 can provide a framework for future decision-making.
4 This evaluation and decision matrix is to be
5 delivered to the state by the end of this calendar
6 year and serve as a tool to guide further decisions.

7 Finally, the final report of the Maritime
8 Strategy is scheduled to be complete by February of
9 2012. Underlying all of this is -- will be a series
10 of opportunities for stakeholder and public
11 involvement which I'll talk about in a minute.

12 The efforts of the Maritime Strategy team, the
13 consultant team that I mentioned are guided by an
14 executive team, as those of you who may be familiar
15 with, the Logistics Task Force. A lot of overlap
16 with that leadership team including chaired by the
17 lieutenant governor and representation from the
18 governor's office as well as these three secretaries
19 from commerce, DENR and transportation.

20 In addition to this leadership team, we have
21 the benefit of a hands-on Maritime Advisory Council
22 who has been providing input and guidance to the
23 study since it was initiated in May. This Advisory
24 Council has over 40 representatives who are both

25 public and private sector individuals from

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1 representing shippers, shipping mines, trucking,
2 railroad, government, policy, academic and community
3 at large interests. They have been an active part
4 and will continue to be an active part as the
5 recommendations and analysis is developed.

6 As part of our ongoing stakeholder
7 coordination, we have been -- had three advisory
8 council meetings to kind of frame our stakeholder
9 input and discuss some initial direction. We will
10 be holding public workshops. In addition to this
11 informational workshop today, we will have two
12 follow-up public meetings where it will be our goal
13 to communicate to you some of the initial results
14 and then later present to you the final set of
15 recommendations of the study.

16 We've been holding targeted industry workshops
17 with folks with an interest in port development or
18 maritime trade and some of those groups are listed
19 here. And we've also been holding and will continue
20 to hold focused meetings with certain interest
21 groups that we want to make sure we hear their
22 issues and incorporate those topics into our

23 analysis.

24 In -- as related to parallel efforts to the
25 Maritime Strategy, we're having these informational

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1 workshops as I mentioned in response to Executive
2 Order 99. And we're also working with NCDOT in
3 developing and providing some analysis to support
4 the North Carolina State Port's Authority Strategic
5 Plan and Process. So that might include certain
6 more short-term goals that are consistent with
7 longer-term vision for the state ports.

8 So that is my very brief presentation and now
9 I will turn it back over to Garold so he'll give you
10 some parameters for the input. And as I said, we
11 really want to hear from you tonight.

12 BY GAROLD SMITH:

13 Again, thank you all for being here. And,
14 again, as Rachel said our goal here tonight is to
15 hear your thoughts on the North Carolina ports.
16 Just wanted to lay a few ground rules down as I
17 mentioned before so we can make sure that the
18 meeting flows smoothly and that everybody's had an
19 opportunity to speak.

20 I just want to let you know we have a court
21 reporter here tonight and the public comments are
22 being recorded to be part of the public record. So
23 those who have signed up to speak may want to be
24 aware of that.

25 And also, if you'd like to speak, we did have

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1 a sign-up sheet at the table. If you didn't sign up
2 to speak, of course we'll recognize you to speak.
3 And if you did not have an opportunity to speak,
4 once those who have signed up and spoken, we will
5 then open up the floor to those who would like to
6 provide comment also.

7 So what we'll do is we'll call your name, and
8 if you could raise your hand or stand, we'll have
9 two microphones and we'll bring the microphone to
10 you and then you'll have about three minutes to
11 speak. We'll have a timing -- we'll have somebody
12 timing up here and we'll hold up a board that says
13 one minute left. And we ask that's a point where
14 you start concluding your comments. And then when
15 the board is held up stop, if we could get the
16 microphone back then we'll move on to the next
17 individual.

18 Just a couple things. We wanted to ask to
19 please keep the comments to three minutes. And
20 also, to obviously respect others and their
21 opinions. We all want to get input from everyone.
22 And also, if there's any other questions following
23 the public comment period, we will be available to
24 answer those afterward. So with that, we will begin
25 the public comment period.

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1 Captain Jim Willis.
2 BY CAPTAIN JIM WILLIS:
3 Thank you. My comments will cover the port
4 waterways and the coastal environment for Morehead
5 City, North Carolina.
6 Dredging and waterway projects must consider
7 and lessen potential negative impacts to the coastal
8 environment. Well, I have one they need to
9 consider. Bogue Inlet and Beaufort Inlet are sister
10 inlets. And they both share a common watershed,
11 Bogue Sound. And before dredging started, Beaufort
12 Inlet had a depth of water on the ocean bar of 15
13 feet and Bogue Inlet had a depth of seven feet.
14 Today the depth on the ocean bar for Morehead City

15 port is 45 feet, but the depth of the water at Bouge
16 Inlet is only five and a half feet. So Morehead
17 Harbor has gotten deeper and Bogue Inlet has gotten
18 shallower.

19 The hydrologist would say that Beaufort Inlet
20 has captured a major portion under common shared
21 watershed, mainly Bogue Sound. To remedy this
22 situation I propose the following: That each time
23 Morehead City Harbor and the inlet is dredged to 45
24 feet, that's three times the normal depth, that
25 Bogue Inlet also be dredged to three times its

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1 normal depth, that is 21 feet. And that each one be
2 dredged from the Atlantic Ocean to the Intracoastal
3 Coastal Waterway. The soil from the Beaufort Inlet
4 be placed on each embankment -- (inaudible) Bogue
5 Banks as it is being placed on the western side of
6 Bogue Banks. So, that is called mitigation. And if
7 that is followed, then the folks at Bogue Inlet and
8 Swansboro will have their port again, and Morehead
9 will have theirs. And Bogue Banks will be getting
10 nourishment. And hopefully everybody will be happy
11 except the legislature and congress and who has
12 appropriated the funding. We appreciate your

13 support for this mitigation. Thank you.

14 GAROLD SMITH: Nelson Owens.

15 BY NELSON OWENS:

16 My name is Nelson Owens. I'm a Beaufort
17 resident and a member of the Gallants Channel
18 Coalition. The Gallants Channel Coalition is an
19 alliance of organizations, businesses and citizens
20 concerned with preserving the maritime heritage as
21 well as protecting the tourism, boatbuilding and
22 maritime service industries for the town of Beaufort
23 and Carteret County. As you should know, NCDOT is
24 planning to build a replacement for the current
25 Gallants Channel Bascule Bridge as part of the

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1 Beaufort Bypass. The bypass is one segment of the
2 planned Route 70, what we're calling the Port
3 Highway, from the Morehead City port to Raleigh.
4 The proposed bypass is an integral part of the port
5 development plan.

6 NCDOT has filed an application with the Coast
7 Guard for a 65 foot fixed-span bridge permit to
8 replace the current open-span bridge. A fixed-span
9 will permanently block passage north of the bridge

10 for vessels with mast heights greater than 65 feet.

11 This height restriction will be detrimental to
12 the maritime heritage tourism development of the
13 North Carolina Maritime Museum property. Over 5
14 million has already been spent on the tall ship
15 wharfs in attempt to make the property a world class
16 maritime heritage tourism site. The site could be a
17 major stopping off point for tall ships from all
18 over the world. In addition, the proposed location
19 and design of the bridge will destroy the scenic
20 vistas of this valuable property.

21 The height restriction will also have a severe
22 impact on the marine trade businesses north of the
23 bridge. These businesses depend on a substantial
24 number of tall masted vessels that visit Beaufort on
25 a regular basis.

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1 Beverly Perdue just recently signed Executive
2 Order Number 99 that states that your study shall
3 specifically identify activities and uses of the
4 ports that are not incompatible with underlying
5 economic base and existing predominant economic
6 sectors supported by the surrounding community.
7 There's no doubt that this bridge is part of the

8 Morehead port development. The proposed design and
9 location of this bridge is definitely not compatible
10 with the underlying economic base existing through
11 dominant economic sectors supported by the
12 community. No future development of the Morehead
13 port should adversely affect tourism and area
14 businesses. The design and location of this bridge
15 should be included in your evaluation.

16 GAROLD SMITH: Chris McCaffity.

17 BY CHRIS McCAFFITY:

18 My name is Chris McCaffity. I'd like to say I
19 agree with the previous comments, support them
20 wholly.

21 I'm a commercial fisherman who has been
22 exposing the mismanagement of our fisheries while
23 offering common sense solutions that would be
24 beneficial to all North Carolina citizens and our
25 marine resources. The lack of a dependable supply

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1 of seafood due to terrible fishery laws as well as
2 high taxes have forced many of North Carolina's
3 waterfront fish houses out of business. We are
4 losing places on the water to unload the seafood

5 that commercial fishermen harvest for this state's
6 citizens and tourists to enjoy. Please keep an open
7 heart and mind as you consider my comments about why
8 a co-op fish house would be a better use of our
9 port's land than a sulfuric acid melting plant or
10 holding tanks.

11 Holding or melting sulfuric acid at the port
12 would pose many hazards to our health and heritage
13 as well as our environment and economy. Towering
14 smoke stacks spewing noxious gases reeking of rotten
15 eggs is not inviting to tourists and it is not
16 compatible with the charm of Carteret County.
17 Sulfuric acid holding tanks could be terrorist
18 targets. Any intentional or accidental explosion at
19 tanks holding the highly combustible sulfuric acid
20 pellets would create poisonous gas clouds that would
21 contaminate our air and water. Our estuaries that
22 are nurseries for much of the local seafood we eat
23 would be threatened if high winds or water breached
24 the holding tanks.

25 Why doesn't PCS melt the acid at the site in

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1 Aurora? That area is already a polluted eyesore.
2 Could it be that they have already depleted the

3 water table in that area to the point they cannot
4 draw enough to melt their sulfuric acid pellets?

5 This potentially catastrophic risk to our
6 ground and sound waters as well as our clean air and
7 fertile land is not worth taking for any amount of
8 money. North Carolina could make just as much money
9 by using our state port in an environmentally
10 friendly way that is beneficial to everyone.

11 I suggest putting a co-op style fish house at
12 the state port property over on Radio Island. This
13 would derail any current or future plans to pollute
14 this beautiful site. We could build an
15 aesthetically pleasing fish house with floating
16 dockage and energy efficient equipment.

17 We could sell diesel fuel made from the oil
18 that restaurants used to fry the seafood we harvest
19 for them. The fish house could double as a museum
20 to preserve our commercial fishing heritage.

21 Tours could be given as fishermen unload their
22 catch and it is weighed, inspected, and labeled as
23 Certified North Carolina Wild Caught Seafood with an
24 expiration date. The co-op should only be an
25 unloading and inspection point for seafood and not

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1 compete with current dealers.

2 We should, however, encourage those dealers to
3 supply North Carolina restaurants and seafood
4 markets with our state's seafood before it is
5 exported. We could develop markets for
6 underutilized species like the skates and rays that
7 are eating so many of our bay scallops. We could
8 also grind the scraps left after cleaning the
9 seafood and any bycatch into cat food, crab pot
10 bait, and chum. We should make wise use of every
11 bit of seafood we harvest.

12 There is already a public boat ramp and pier
13 on Radio Island. Marine patrol officers could set
14 up check points there and at other boat ramps as
15 well as at the fish house to check our catches. The
16 officers along with scientists and college students
17 could collect much needed data to use in credible
18 stock assessments.

19 The shallow wetlands around Radio Island could
20 be seeded with clams and oysters by commercial
21 fishermen to provide recreational fishermen with a
22 chance to harvest a limit of delicious shellfish.
23 The co-op fish house is a way to preserve our
24 heritage, jobs, environment and access to local
25 seafood. Please do not pollute our pristine Crystal

1 Coast with sulfuric acid in any form. Thank you.

2 (APPLAUSE)

3 GAROLD SMITH: Regina Morgan. And up
4 next is Michael Worley.

5 BY REGINA MORGAN:

6 Hi, my name is Regina Morgan and I'm here in
7 support of Morehead City port. I've represented
8 Dudginal (phonetic) Marine Services. And we're
9 actually the newest business, I think, that's joined
10 in part of exporting wood chips to Turkey. And the
11 one thing that would really enhance our operation
12 would be better land access to the port. Our
13 truckers use a 70 mile radius to bring chips into
14 the port. And we would just like to -- it would
15 make it easier for their transport, could have a
16 little bit better access to the port. Thank you.

17 BY MICHAEL WORLEY:

18 Good evening, Department of Transportation
19 staff and other guests. My name is Michael Worley
20 and I am the general lands procurement and marketing
21 manager for Weyerhaeuser here in North Carolina.

22 Thank you for your leadership on the Maritime
23 Study and for your attention to this important
24 issue. Weyerhaeuser began operations in 1900.

25 Today we are one of the world's largest forest

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1 products company. We've operated in North Carolina
2 for over 50 years and we continue to employ more
3 than 1,000 of our state's citizens at eight
4 locations across the state. We also sustainly
5 manage more than half a million acres of timber in
6 eastern North Carolina.

7 Like many other companies in North Carolina,
8 much of our current business support and future
9 growth depends upon access to our state's ports.
10 Specifically access to a vibrant, competitive, safe,
11 efficient port in Morehead City is vital to
12 Weyerhaeuser. We have exciting new business
13 opportunities that depend upon the close and
14 physical access to such a port.

15 Infrastructure at and around the port needs
16 improvement. Lack of attention to infrastructure
17 will hamper future growth. Concerns with traffic
18 congestion should be addressed with highway and
19 bridge improvements. Rail access and berthing
20 improvements are also needed as well as improvements
21 to utility services at the main port and in

22 particular on Radio Island.

23 Fully incorporating Radio Island as for
24 working space for the port would be a huge drive for
25 future business growth. Thank you for your time and

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1 opportunity to comment. We look forward to
2 continuing our partnership with you and the port of
3 Morehead City.

4 (APPLAUSE)

5 GAROLD SMITH: I'm sorry. I can't read
6 the writing very well. Leigh Johnson. And next up
7 will be Janet Woodward.

8 BY LEIGH JOHNSON:

9 Hi, my name is Leigh Johnson. Thanks for
10 allowing me to speak tonight. I am the vice
11 president of Clean County Coalition. We are a
12 grassroots group of citizens that formed to fight
13 construction of the sulfur melting facility by PCS
14 Phosphate in Morehead City. We want economic
15 prosperity for our towns. We want people working.
16 We all benefit from this in the long run. If the
17 port closes or if Cherry Point closes, this will
18 touch all of our lives in some form or another and
19 this will benefit none of us.

20 We're not anti port or anti jobs. In fact, we
21 feel that the SPA or the commerce department have
22 done a good job at recruiting business to the port
23 here thus far.

24 Agriculture is one of the top-rated industries
25 here in North Carolina. And yet the largest farm

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1 east of the Mississippi, Open Ground Farms, ships
2 their product through the port of Norfolk, Virginia,
3 not Morehead. Why is this? We should be moving
4 grains, tobacco, soy beans, corn, frozen poultry,
5 frozen pork through our port here to the exploding
6 world markets in China and India and other places,
7 yet this isn't happening. We want to ask why.

8 We would like to state our position on any
9 future port development. Our port does need to
10 grow, but we feel that Morehead needs to be
11 responsible. And there are several criteria that
12 need to be met to ensure long-term viability.

13 First, any future projects need to put public
14 health and safety first, period. Top of the
15 priority list. Our port is a stone's throw from
16 homes, private residences, retirement homes,

17 schools, condos, and any potential health or safety
18 risk aren't assumed by just the port workers, but
19 they are assumed by each and every one of us that
20 live here. It is apparent that any projects at the
21 port get a thorough environmental look from first
22 responders and medical personnel. Our local ones
23 are the ones responsible for responding to any
24 potential accidents at the port.

25 The evacuation of the downtown area, which I

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27

1 think it was in the summer of 2010, when there was a
2 breach of a container of explosives at the port, the
3 evacuation took hours. And, you know, you have to
4 imagine what would have happened if this had
5 happened during the Seafood Festival and there had
6 been an explosion. It would have been a
7 catastrophe.

8 Second, we feel like any future projects must
9 contribute to the economic vitality of our
10 community. There are 900 locally owned small
11 businesses in the county. And it won't serve any
12 purpose if we grow businesses elsewhere and we lose
13 businesses in our own town. No one wants that. We
14 want to add jobs here.

15 And third, our environmental health needs to
16 be a priority. We have a tourist-based economy
17 here. It's our number one industry. We need to
18 keep our water clean. Anything that damages our
19 fragile ecosystem in the way of massive
20 industrial-scale pollution will have a devastating
21 impact for all of us. We need to plan ahead and
22 think things through and make the right decisions
23 for the long term. We want projects that will
24 benefit us well into the future. We need things
25 embedded thoroughly and we need it done in a -- I'll

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28

1 finish up -- credibility. And we would like you all
2 to consider the needs of our local community here
3 when you are looking at projects for the port.
4 (APPLAUSE)

5 GAROLD SMITH: Janet Woodward.

6 BY JANET WOODWARD:

7 Thank you. I had typed out something here,
8 but after listening to Chris McCaffity, the
9 fisherman, I said he must have been looking at my
10 paper. It's just that the fishing is so important.
11 And part of this study is to enhance existing

12 businesses or an economic base that would enhance
13 our tourist and retirement second home buyers and
14 fishing and water-related industries which is the
15 backbone of Carteret County.

16 I have an example of just one port called Port
17 Anacortes in Washington, the state of Washington.
18 They've implemented an industry commercial and civic
19 partnership which has been environmentally and
20 monetarily successful. And a few examples of who
21 their tenants are: The first one is a commercial
22 wholesaler and retail seafood operation which is
23 exactly what Chris was talking about. Another one,
24 they have three fishing and tourist charter
25 operations at their port. They have three yacht

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29

1 sales companies at their port. They manufacture
2 high performance timber concrete floating systems
3 for marinas which are proprietary. Now, this is on
4 the west coast. Let's bring a division here on the
5 east coast. Partnership with regional airports and
6 tourists from business distribution.

7 And we also have to understand this port --
8 what some of the wishes are means we're going to
9 have to spend money on a whole new infrastructure

10 system for certain industries. Most of these with
11 that are commercial wholesale/retail seafood
12 operations that are not contingent on having a whole
13 new rail system, four-lane highways. The boats will
14 come in, the boats will go out.

15 Open Ground Farms, it ships out of Norfolk,
16 Virginia. That's a crime. That's a crime that
17 they're doing that. And I'd like to know why
18 they're doing it. And I think we have to change our
19 whole system with the Economic Development Council
20 not being a real part of our county government.

21 So let's enhance what we have here and realize
22 that we have a beautiful place here and we don't
23 have to destroy it to make money. Thank you.

24 (APPLAUSE)

25 GAROLD SMITH: Peter Crumley.

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30

1 BY PETER CRUMLEY:

2 Hello. Thank you. My main emphasis is that
3 in the past we've had a lot of incompatible
4 operations that were promoted for the port without
5 properly doing it with the citizens of Carteret
6 County. It has led to a lot of problems and a lot

7 of missed opportunities at the port and the port
8 area. I would really like to see that the state
9 would work with the town of Morehead City in looking
10 at the zoning. That the industrial situation there
11 has allowed for manufacturing and chemical
12 processing facilities to be proposed not compatible.
13 I really think that if we had a list of compatible
14 operations that we knew what they were, then we'd
15 give some real good future to the port that it would
16 allow for some consistency for people to come in and
17 to know what would be happening with the port.
18 Thank you.

19 GAROLD SMITH: Mark Hooper. And then
20 Penny Hooper.

21 BY MARK HOOPER:

22 I am Mark Hooper. I am president of the
23 Carteret County Crossroads, a local environmental
24 group of a 30 year history. And throughout that
25 time there's been a number of proposals at the port,

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31

1 a coal terminal and a GMO unit and the latest is
2 sulfur melting which all ended up being kind of bad
3 ideas. So as the gentleman referred to we need to
4 have a process where we can maybe eliminate some of

5 these where they just don't get put upon us and
6 there's a big outcry of the citizens that we don't
7 want this. So it would be very nice to know who
8 makes the final decision as to what is compatible.
9 Is it a zoning issue in Morehead City? Is it a
10 state port or state entity and county government?
11 So I'm sure we'll figure it out in the future.

12 I will look 30 years out and what Crossroads
13 would like to see for any future activities. It is
14 activities that are forward thinking, innovative,
15 creative and high value. And I'm just going to
16 ramble a little bit. What does a current footprint
17 look like? If you drive by it, it seems that some
18 buildings are utilized and some not utilized. Is
19 there space available for new industries? What does
20 that space look like?

21 This country needs a new energy future. I
22 think we all know this. We get offshore wind or
23 even offshore oil at wherever the port -- what kind
24 of facilities would the port have? The buildings
25 need be torn down and cleaned up. Could we

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1 manufacture offshore wind components at the port?

2 Could we import components from China and assemble
3 them onshore?

4 I think this needs to be looked at. And the
5 need is going to be a big area in the future. For
6 our traffic concerns in the downtown port, it's very
7 hard to see the port doubling and tripling in size
8 as the area around it doubles and triples in size.
9 So at some point, it's going to be push come to
10 shove.

11 In terms of land use planning, we have noticed
12 a spike for ten years out as we design some of these
13 things. And just one environmental concern is the
14 port as an industrial site. And as that water flows
15 by the port it's coming directly from the inlet, it
16 is a local highway. All the species that we find
17 recreational and commercially valuable so we have to
18 make sure that there's no runoff from the port. Any
19 materials would somehow affect the monitarial
20 industry of the environment. Thank you.

21 BY PENNY HOOPER:

22 Hello. I'm Penny Hooper. I'm here
23 representing North Carolina Interfaith Power and
24 Light. This is a statewide organization which I
25 volunteer for that operates under the North Carolina

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1 Council of Churches. The North Carolina Council of
2 Churches has environmental interest in the future of
3 our state from the point of view of carbon. We are
4 advocating and educating within faith-based
5 communities about climate change. We all understand
6 that this is a 30-year study. I do not know how
7 you're going to get through this in the six to eight
8 months that you have. I wish you good luck.

9 I would advise you to look at what has already
10 been done by the Governor's Science Panel on
11 offshore energy. And in that Governor's Science
12 Panel she had very good input. Particularly from
13 some people here in Morehead City like Dr. Pete
14 Peterson, which many of you know, who talked about
15 Morehead as being a site where we could do offshore
16 wind, where we could meet all the requirements that
17 would be necessary to make that an industry -- that
18 would be a clean industry for the future. My
19 organization supports anything that is alternative
20 energy and does not support offshore oil drilling.
21 It's a resource that will be more valuable if we
22 leave it in the sound in the ocean rather than
23 taking it out. What we need to do is invest in the
24 future. And the future is alternatives, folks. We
25 just had a hurricane. We all know what climate

1 change is doing. It is a reality that we have to
2 face. And I would recommend that the 30-year study
3 which talks over and over again in your posters
4 about sustainability, look at sustainable outcomes
5 that we could have from alternative energy. Thank
6 you.

7 (APPLAUSE)

8 GAROLD SMITH: Michelle Vaught and then
9 Doug Doubleday.

10 BY MICHELLE VAUGHT:

11 Hi, I'm Michelle Vaught, public affairs
12 manager for PotashCorp-Aurora. Our general manager
13 couldn't be here this evening, but I've got some
14 remarks to pass in his absence.

15 Over half of the approximate 1,100 employees
16 at PotashCorp-Aurora, we would like to thank North
17 Carolina Department of Transportation for your
18 leadership in developing a comprehensive Maritime
19 Strategy for North Carolina to ensure our safe
20 maritime assets remain competitive in the future.
21 At PotashCorp-Aurora, our products are tied to
22 beating the ongoing challenge of the growing world
23 demand for food. So we certainly understand the

24 importance of local competitiveness. And as the
25 largest user of the port in Morehead City, shipping

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35

1 approximately 1 million tons in product through a
2 single port at average yearly cost of more than \$17
3 million, PotashCorp-Aurora knows firsthand how
4 important it is to ensure North Carolina's maritime
5 assets are well positioned for the future.

6 Having been a corporate neighbor and operated
7 at the port of Morehead City for more than 40 years,
8 we value the partnerships we have with the port and
9 with the community. We look forward to continuing
10 those relationships and working together to build a
11 strong economy in eastern North Carolina that will
12 provide jobs and maintain the Crystal Coast's
13 pristine environment and way of life. Thank you.

14 (APPLAUSE)

15 GAROLD SMITH: Doug Doubleday and then
16 Joe Exum.

17 BY DOUG DOUBLEDAY:

18 Thank you. Greetings. My name is Doug
19 Doubleday. I'm a resident of Beaufort. I'd like to
20 thank the organizers of this forum the opportunity
21 to speak on the subject of Morehead City ports and

22 its development.

23 I was an appointed member of both the 2005 and
24 2008 mount geobridge (phonetic) committees created
25 by the Beaufort town commissioners. I've been a

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36

1 member of the Town of Beaufort Planning Board for
2 the last three years and an employee at the Maritime
3 Tourism Business.

4 My concern is about the unintended negative
5 consequences resulting from a proposed fixed 65 foot
6 high bridge over Gallants Channel to support the
7 port on Radio Island. The United States Coast Guard
8 has not yet issued a permit for this bridge, but
9 will continue review of the economic impact and
10 other recent data. As a result, the final bridge
11 design has not been established by DOT. There is
12 still time to investigate. The unintended
13 consequences of building such a fixed bridge is a
14 permanent restriction of tall masts and vessels and
15 maritime facilities north of the proposed bridge.
16 Jarrett Bay Marine Industrial Park and many
17 independent marine business operating, the North
18 Carolina Maritime Museum, et cetera.

19 The significant negative impacts include
20 economic, safety and tourist commissions as stated
21 in the 2008 bridge report. DOT has indicated that
22 they have considered a mid-rise drawbridge in the
23 past. Many of the previous problems with this
24 proposal have been addressed. For example, traffic
25 delays would be minimal with limited openings,

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37

1 perhaps four or five per day. Cost would be held
2 and businesses protected with a lower bridge.
3 Project delay might also be less as DOT has already
4 considered this approach. Governor Perdue has
5 recently established the, quote, "North Carolina
6 Department of Transportation Work Program," end
7 quote, in response to public lands that
8 old-fashioned politics would be eliminated for the
9 transportation planning. The goal is to achieve the
10 best possible results for the citizens.

11 I believe that with this new and more
12 transparent approach involving local residents and
13 planners with the STIP, the State Transportation
14 Improvement Program, that many, quote,
15 "unintentional consequences," end quote, could be
16 avoided resulting in the best project in this case,

17 the best bridge there could be as it should be using
18 taxpayer's money. The proposed 65 foot fixed bridge
19 will essentially be in place forever. I ask that
20 DOT follow new guidelines and reconsider limited
21 opening span of a fixed bridge, perhaps a swing
22 bridge in a proposed yet-to-be designed Gallants
23 Channel bridge. Port developments should not shadow
24 a vision of a current and future maritime economic
25 development. Maritime safety and tourism that would

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38

1 be forever restricted of a fixed bridge. Thank you
2 very much.

3 (APPLAUSE)

4 GAROLD SMITH: Joe Exum, and we have one
5 more person that signed up to speak after Mr. Exum.
6 If anyone else would care to make a public comment,
7 if I could have you come up to the front, I'll have
8 the sign-in sheets here and then we'll be able to
9 call you following that. So, again, if there's any
10 folks that would like to comment. Joe Exum and then
11 Mr. McCurrier.

12 BY JOE EXUM:

13 Can y'all hear me without this? My name is

14 Joe Exum. I'm a businessman, a third-generation
15 taxpayer on Bogue Banks and the executive director
16 of Bogue Banks Environmental Stewardship
17 Corporation.

18 The state of North Carolina has been in the
19 seaport business beginning sometime in the early
20 1960s. The state has expended horrific resource to
21 create seaports in competition with Virginia, South
22 Carolina and Georgia. For example, taking the Cape
23 Fear River from 38 feet to 42 feet will cost \$533
24 million. The annual cost to maintain Morehead City
25 Harbor at 45 feet is approximately \$13 million

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39

1 before subsidies. The combined annual revenues of
2 Wilmington and Morehead are approximately \$33
3 million. That is equivalent of having a job that
4 pays \$33,000 per year and building a \$533,000 home.
5 The revenues of our competitors exceed \$538 billion.

6 After 50 years of investment in harbor projects,
7 North Carolina has less than seven percent of the
8 market. The cost to maintain these harbors is
9 simply unsustainable. The most frightening aspect
10 of the state's renewed interest, based upon the
11 expansion of the Panama Canal, is the environmental

12 damage that will occur along pristine beaches.
13 Seafood and wildlife estuaries as a maritime forest
14 adjacent to the channel that will be necessary to
15 accommodate Panamax shipping. The cost to build and
16 maintain channels to accommodate Panamax shipping
17 escalate exponentially. The cost to primary duties,
18 maritime forest, seafood and wildlife estuaries
19 escalate more dramatically.

20 It is time for the state of North Carolina to
21 face the harsh reality we cannot compete with the
22 natural harbors with which our sister states have
23 been blessed. By the same token, our sister states
24 cannot compete with the beauty or size of our
25 coastal beaches and inland waterways. By averting

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40

1 both these resources to preserve these blessings,
2 eastern North Carolinians will reap the natural
3 prosperity that flow from nature's blessings.

4 Imagine what could be done with \$533 million.

5 (APPLAUSE)

6 BY GARY McCURRIER:

7 I'm Gary McCurrier. I live in Beaufort, North
8 Carolina. I'm a chemist by profession. In my

9 statements I submitted -- and I'll briefly go over
10 it. I feel that there needs to be a committee
11 established that can review all the undertakings of
12 the Morehead City port. The reason for this
13 committee is that in the past most states have been
14 done secretly, which the governor has addressed. For
15 example, the placement of an ethenol plant on Radio
16 Island, placement of LNG terminals on Radio Island,
17 the importation of dry sulfur and melting in the
18 Morehead City port. Storage of more than 100 rail
19 cars of a liquified non-odorized petroleum, i.e. ONG
20 parked on the site unguarded by fences or anything
21 else. They were plaqued with hazmat indications
22 that that's what they were. The situation regarding
23 the terminal on Radio Island of PCS, basically,
24 there's a number of un -- that have atmospherically
25 been in tanks on Radio Island.

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41

1 These tanks, when they're being filled or
2 unloaded omit noxious fumes. They don't have
3 scrubbers. They don't have these various things
4 that we propose for the system in Morehead City.
5 They're omitted into the air. And you could go by
6 there in a boat while they are unloading these

7 tanks, basically you could get a good whiff of it.

8 And EPA and the state of North Carolina needs to
9 check the emissions at the (inaudible) basically --
10 also, the issues that many people have brought up
11 already about the bridge and on that side.

12 And finally, that the port needs, again, to
13 take into consideration the openness of how they do
14 business. And they need to have advisories from all
15 segments. Environmental, industry and citizens that
16 have knowledge in regards to what's going on there
17 and what their plans are in the future. Thank you.

18 (APPLAUSE)

19 GAROLD SMITH: Mary Ann Olsen. And
20 following Ms. Olsen will be Renee Coles.

21 BY MARY ANN OLSEN:

22 I'm going to read what I can and submit the
23 rest of this.

24 In the mid 19th century, Governor John Motley
25 Morehead visited Carteret County to study the

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42

1 Beaufort Harbor as a possibility for a port.

2 Impressed with Shepherd's Point in Morehead, and

3 concurrent legislative funding for railroad

4 construction across the state, 600 acres of property
5 was purchased from the Arendell family. Not too
6 many years after that is what is now the Morehead
7 City Port, one of the deepest water ports on the
8 east coast, was up and running. And ever since then
9 with the exception of a brief time during the War
10 Between the States, it has functioned for 170 years.
11 While the Morehead City port does not now, nor has
12 it ever proved to be as profitable nor as vital to
13 the state as the Wilmington port, we here in
14 Carteret County cherish its history and its
15 contribution to our way of life.

16 But the port isn't all that was happening in
17 Carteret County at that time. In the 1880's
18 construction of the Atlantic Hotel promoted the town
19 as North Carolina's, quote, "Summer capital by the
20 sea." And boom, tourism was born. Because the
21 state did not invest in the infrastructure and the
22 transportation to support adequate hinterland
23 connectivity, the geographical area the Morehead
24 City port can serve, despite its graphs in
25 comparison with other eastern U.S. ports, is very

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1 limited. Because the absence of this vision and

2 investment for this port, other aspects of the
3 county flourished.

4 Tourism including commercial fishing, sport
5 fishing, restaurants, museums, art emerged as the
6 primary and economic engine. Carteret County
7 reestablished as the Crystal Coast and became a
8 primary and popular vacation destination for
9 travelers from around the country. It's not only
10 about money though. And not directly with
11 economics. People moved to Carteret County because
12 of its environment and because of the potential for
13 a slower and more healthy way of life. Hardly
14 anyone moves here because of the port.

15 We drive by the port daily as we bridge the
16 interests in our lives between Morehead and Beaufort
17 often glancing over to see where that big freighter
18 is from. We chase after the speckled trout which
19 have for centuries in the fall of the year run
20 through the haystacks right beside the port. We
21 drop our fishing lines beside the port wall hoping
22 for a lucky strike of a sheepshead or flounder. We
23 kayak and canoe in the beautiful waters around the
24 turning basin and the port. We let our children and
25 our pets jump around in nearby water. And we like

1 to think that some of our citizens, who for
2 generations made a living in commercial fishing,
3 have found jobs at the port to sustain them and
4 their families. We are not port averse. Quite the
5 contrary. We have appreciated its contribution to
6 our community.

7 But recent activity by the state concerning
8 our port worries us and makes us question the
9 state's stewardship of our amazing setting. And I
10 will deposit the rest of this very compelling
11 argument.

12 (APPLAUSE)

13 BY RENEE COLES:

14 Hi, I'm Renee Coles and I did not plan to
15 speak tonight and my notes are right here so I'm
16 going to try to be clear.

17 First, I'd like to say thank you for coming.
18 It looks like your process is about halfway over and
19 we're just getting to have some input, which is
20 great, I'm glad we're having input. I wish it was a
21 little earlier. And I didn't see any local
22 stakeholders on your steering committee. Maybe I
23 missed it.

24 For you this is a job. And I hope you're
25 going to do the best job you could possibly know how

1 to do. For us, the people who are in this room,
2 this is our lives. This is where we live. And so
3 we are emotional about it. We are passionate about
4 it. Please take what we say seriously. There's
5 been a lot of excellent points made here tonight.
6 Please review the comments and take them seriously.

7 Please do a good cost-benefit analysis. The
8 port has been losing money for years and we'd like
9 to turn that around. We'd like to have -- we may
10 not be able to compete with Virginia and
11 Charleston's ports, but please do a good
12 cost-benefit analysis and tell it like it is.
13 Please also be forward thinking. Let's not think
14 backwards. Let's think clean, green, forward, that
15 kind of thing. And then we need environmental
16 assessments and economic impact studies to be
17 performed on future projects to show their merit.
18 This should be done via unbiased third parties at
19 the request of the DOT and not the corporations to
20 do their own.

21 And then the last thing I'd like to add here
22 is ultimately the true value of any port -- future
23 port development can only be deemed meaningful if

24 the results are in a good -- provide a good overall
25 long-term outcome for our entire community.

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46

1 Thank you.

2 (APPLAUSE)

3 GAROLD SMITH: Russell Huus and then John
4 Nelson.

5 BY RUSSELL HUUS:

6 I didn't plan to speak either. I'm a member
7 of the Morehead City Port Committee which was
8 started I believe in the early to mid '80s to do
9 just what everybody here is doing. Support the port
10 of Morehead City, bring good business to it. And I
11 expect to see all of y'all at the Port Committee
12 Meeting. We meet every first Thursday of the month,
13 Sanitary Restaurant. We've been meeting there for
14 25 years and where have you people been? And all of
15 a sudden you want to come. So let's all come and
16 eat. We get a monthly report from the Port
17 Authority. They tell us what they're doing. It's
18 right there. Sometimes we get some city officials,
19 but we'd like to have more concerned citizens. I
20 work at the port and I think -- I don't know, but

21 people just need to do a little bit more
22 investigating. Morehead City makes a little bit of
23 money. Now, I might be telling a lie, but I don't
24 think so. When we get with Wilmington, that's our
25 problem.

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47

1 Morehead is a good port with good people and
2 it's never stopped a tourist from coming here in the
3 45 years that I've lived here. And it's never
4 stopped any fishing out of the haystacks. We've not
5 polluted a thing. We've not bothered anybody.
6 Somebody said buildings are underutilized. We ship
7 almost 2 million tons of product through that port a
8 year, and y'all don't even know it. It looks to you
9 like nothing is going on. I think that's a good
10 thing. If we can do that much business and you all
11 don't notice us, that's a good thing. We're not in
12 anybody's way. We don't bother anybody. We're
13 helping the state of North Carolina and the United
14 States of America. So come to the Port Committee
15 Meeting. First Thursday of every month, Sanitary
16 Restaurant, 12:00 o'clock. I'm sorry, but you do
17 have to buy your own lunch.
18 (APPLAUSE)

19 GAROLD SMITH: John Nelson.

20 BY JOHN NELSON:

21 Thank you. And likewise I appreciate you
22 folks getting here. I noticed in your presentation
23 earlier -- mine is more in the line of a question.
24 You mentioned an advisory council. I've been on
25 your site and looked through the advisory council

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48

1 and next to that you also had something about
2 community at large involvement and input. In
3 reading through the 40 some or more than 40 members
4 of the advisory council, I did not find a single
5 person from any of the communities located in
6 Carteret County. The discussion this evening has
7 been around Morehead, but you also have Beaufort,
8 Atlantic Beach and all the communities up and down
9 the Bogue Banks who have a vital stake in what
10 happens here at the port.

11 I'm asking -- I know we brought this up with
12 Roberto before, please let us know who in the local
13 community, in Carteret County on your advisory
14 council, because if there's not anybody on that
15 advisory council from the local municipalities in

16 Beaufort and Morehead, that's a big oversight that I
17 would hope you would correct. Thank you.

18 (APPLAUSE)

19 GAROLD SMITH: Is there anyone else who
20 would like to sign up for public comment?

21 BY SUSAN SCHMIDT:

22 I'm Susan Schmidt. I simply want whatever
23 happens at the port to be compatible with the
24 reasons that I came here. The reasons that a lot of
25 people who came from here still live here. Tourism,

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49

1 fisheries, marine science research, and I'm just
2 listing some of the facilities -- first U.S.
3 fisheries labs since the 1870s was put in Beaufort
4 because this is the overlap of temperate and
5 tropical species. This is a really fabulous natural
6 area. Duke University Marine Labs, University of
7 North Carolina Institute of Marine Sciences, the
8 North Carolina State University Sea Masts, the
9 Division of Marine Fisheries, the North Carolina
10 Maritime Museum, the North Carolina Aquarium, the
11 North Carolina Maritime Museum Facility at Gallants
12 Channel, the Rachel Carson Estuarine and Research
13 and Preserve, part of the North Carolina and

14 National Research Preserve Systems, Cape Lookout
15 National Seashore, especially Shackelford Banks,
16 which is a wilderness area. Fort Macon State Park,
17 Radio Island Public Access Beach Fishing Pier and
18 Boat Ramp. Traffic on the American Intracoastal
19 Waterway, marinas, boatyards, fishing docks and
20 seafood houses on the water. All of these wonderful
21 facilities, the port, I hope can be compatible with
22 them. Thank you.

23 (APPLAUSE)

24 GAROLD SMITH: Anybody else would like to
25 offer public comment tonight?

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50

1 BY BILL BAILEY:

2 My name is Bill Bailey and I work at the port.
3 Great comments tonight. I'd just like to point out
4 a few things. For this local community one of the
5 important things is jobs. The -- somewhere I saw
6 Carteret County's average salary is \$28,000 a year.
7 The jobs at the state port are -- the average salary
8 is around \$55,000 a year. The economic benefits
9 that travel through this community and help the rest
10 of this great nation are -- speak for themselves.

11 And y'all have done a good job in establishing that
12 in the posters next door. I really enjoyed that.
13 Tourism and the port have worked together for
14 a hundred years, the lady right here pointed out.
15 And we've -- environmentally, it's been a good fit.
16 The port has done a good job. They are very good at
17 what they do. And there's very little pollution
18 that I see. I mean, we live here. We love this
19 place. We don't want to see anything bad happen
20 here. And so -- we're all environmentalists and we
21 love this place. But we do need to work. Our
22 children and our grandchildren are going to need
23 jobs. And we could have it all. It's just going to
24 take a little working around each other to work
25 things out. The same tourism, the same

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1 infrastructure that's going up. Eventually this
2 place is going to need better streets, better
3 byways, you're going to need overpasses over your
4 rails. You're just going to need those things and
5 we're going to have to work together, but we can do
6 it. Thank you for your help.
7 (APPLAUSE)
8 BY FRED FULCHER:

9 My name is Fred Fulcher. I'm on the Morehead
10 City Port Committee as well. Short comment. At the
11 completion of the report and prior to it being
12 published, we feel that if there's an open comment
13 period or a draft of the document could it be put on
14 the internet, pull it down, and read it and review
15 it and then have another meeting similar to this
16 where the public can respond or respond in writing,
17 I think it would give us a better feeling that you
18 took our comments to heart. Thank you very much.
19 (APPLAUSE)

20 BY GAROLD SMITH:

21 Anyone else would like to offer public comment
22 tonight?

23 I do want to let you know that there are other
24 opportunities to provide comments. There were
25 comment sheets that were handed out at the beginning

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1 of the meeting. If you did not receive one of
2 those, make sure to get one. They're on the tables
3 in the other room. Feel free to fill out the
4 comments and drop that into the comment box and that
5 also will be included as part of the public comment

6 for this meeting.

7 There is also an opportunity to go onto the
8 website. There's an opportunity to send an e-mail
9 question or comment that way. And we also have a
10 hotline, a toll free hotline that you can call to
11 provide comments also.

12 We want to thank you all for coming tonight
13 and sharing your comments with us. And with that,
14 we will conclude the public comment period. Thank
15 you.

16 (APPLAUSE)

17 (WHEREUPON THE MEETING WAS CONCLUDED AT
18 7:09 P.M.)

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1 C E R T I F I C A T E

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3 STATE OF NORTH CAROLINA)

COUNTY OF ONSLOW)

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I, Ashley E. Faller, a stenotype court
reporter and notary public in and for Onslow County,
North Carolina, do hereby certify that the foregoing
50 pages are an accurate transcript of the meeting
of the North Carolina Maritime Strategy taken by me
in machine shorthand and transcribed by me
personally.

This the 9th day of October, 2011.

Ashley E. Faller
Notary Public# 200910400041